

# BookletChart™

## Hampton Roads

NOAA Chart 12245

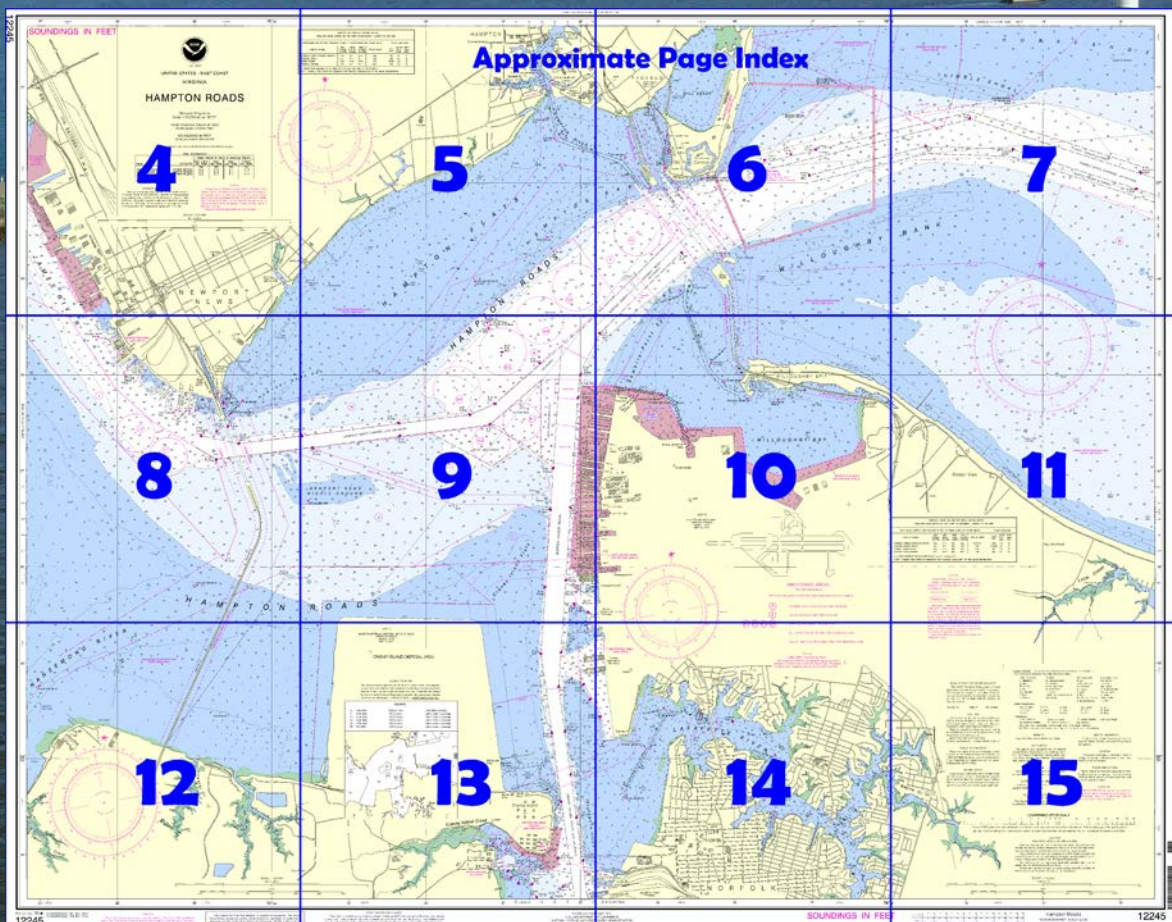


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12245>



#### (Selected Excerpts from Coast Pilot)

**Thimble Shoal Light** (37°00.9'N., 76°14.4'W.), 55 feet above the water, is shown from a red conical tower on a brown cylindrical pier on the eastern edge of the shoal; a fog signal is sounded from the station.

A **bridge-tunnel complex** crosses Chesapeake Bay from Willoughby Spit to Hampton.

**Old Point Comfort**, is the site of historic **Fort Monroe. Old Point Comfort Light**

(37°00.1'N., 76°18.4'W.), 54 feet above the water, is shown from a white tower. Only Government craft can tie up at the wharf on the south waterfront of Old Point Comfort.

A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point.

**Hampton Bar** begins about 200 yards southwestward of Old Point Comfort and extends 2 miles southwestward; depths on the bar are 1 to 5 feet. The bar is marked by two lights and by a buoy and daybeacon along its southern edge.

A dredged channel, marked by a light and daybeacons, leads along the west side of Old Point Comfort to **Phoebus** and has a depth of 12 feet. The wharves have depths of 8 to 12 feet at their outer ends, but are in poor condition. Small craft can anchor in depths of 8 to 20 feet along the sides of the channel. The Fort Monroe yacht piers are on the east side of the channel 0.4 mile above Old Point Comfort.

**Hampton River** is entered by a marked channel through Hampton Bar and Flats to a point just below the highway bridge at Hampton. Federal project depths are 12 feet.

**Sunset Creek** is entered by a marked dredged channel leading westward from the channel in the river and has a federal project of 12 feet. The commercial wharves at Hampton have depths of 7 to 12 feet at their faces. The public landing 500 yards below the bridge has depths of 8 feet at the face; small boats anchor between the public landing and the bridge. The wharves along Sunset Creek have depths of 4 to 9 feet at their outer ends.

Supplies and fuel are available at Hampton. A yacht club and several marinas have berthing space.

**Newport News Middle Ground Light** (36°56.7 'N., 76°23.5'W.), 52 feet above the water, is shown from a red conical tower on a red cylindrical pier in 15 feet of water near the western end of the shoal; a seasonal fog signal is at the light.

**Newport News Creek** is a city-owned small-boat harbor. In July 2000, the controlling depth was 12.0 feet in the dredged channel to the head of the project, except for a depth of 11.5 feet in the right outside quarter channel edge about 0.18 mile from the channel entrance. Fuel, supplies, and slips are available.

**Anchorage.**—Numerous general, explosives, naval, and small-craft anchorages are in Hampton Roads and Elizabeth River. (See **110.1 and 110.168**, chapter 2, for limits and regulations.)

The Newport News to Craney Island pipeline is a 24-inch diameter submerged pipeline carrying natural gas. The method of construction involved directional drilling from five locations along the length of the pipeline termed "Stitch Points," labeled A through E on charts 12245 and 12222. The pipeline runs between 6 and 65 feet below the seabed. (See Coast Pilot 3, chapter 9 for complete details.)

The **currents** are influenced by the winds & may attain velocities in excess of the tabulated values.

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The **quarantine anchorage** is southeastward of York Spit Channel Lighted Buoy 38. Hampton Roads is a **customs port of entry**.

A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point. (See **334.350**, and **334.360**, chapter 2, respectively, for limits and regulations.)

A **safety zone** is in effect in the Elizabeth River when a naval aircraft carrier transits the river to or from the Norfolk Naval Shipyard. (See **334.290**, chapter 2, for limits and regulations.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	



# Table of Selected Chart Notes

## NOTE B

HAMPTON ROADS TUNNEL  
APPROACH SPANS  
HOR CL 45 FT  
VERT CL 10 FT

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:20,000 at Lat. 36°57'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.55 MHz

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ◐ (Approximate location)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

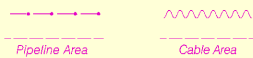
## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

g its length that are labeled A through E. The pipeline rise at of the seabed at the stitch points and dives to depths of even stitch points C to E. s are shown as: → ○ (A) →

Pilot 3, Chapter 9, chart 12245 for additional information.

## NOTE D

### EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.533" northward and 1.204" eastward to agree with this chart.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

### FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ————

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Old Point Comfort	(37°00'N/76°19'W)	2.8	2.6	0.1
Hampton Roads (Sewells Pt)	(36°57'N/76°20'W)	2.8	2.5	0.1
Newport News	(36°58'N/76°26'W)	2.9	2.7	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://idesandcurrents.noaa.gov>. (July 2008)

## HAMPTON, PHOEBUS AND WILLOUGHBY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
HAMPTON RIVER ENTRANCE CHANNEL	12.0	12.0	12.0	6-7-11	200	1.1	12
HAMPTON REACH	10.5	11.7	11.3	6-7-11	150	1.2	12
SUNSET CREEK	N/A	A7.4	N/A	6-7-11	100-80	0.5	12
PHOEBUS CHANNEL	12.5	12.1	11.7	6-03	150	0.7	12
WILLOUGHBY CHANNEL	2.4	2.5	9.8	6-10	B900	1.4	10

A. 80% OF PROJECT WIDTH (40%) ON EITHER SIDE OF CENTERLINE.  
B. CHANNEL WIDTH MAINTAINED AT 200 FEET SOUTH OF 36°58'43.0"N, 76°18'38.5"W.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## NORFOLK HARBOR AND NEWPORT NEWS CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
NORFOLK HARBOR ENTRANCE REACH	50.0	52.4	52.6	51.8	7-10	1000-1400	1.4	50
NORFOLK HARBOR REACH	46.3	49.4	49.7	46.0	8,10,11-11:1-12	1250-900	3.8	55
CRANEY ISLAND REACH	49.3	51.6	50.2	49.8	8,10,11-11:1-12	800	2.1	55
NEWPORT NEWS CHANNEL	47.2	A49.3	49.7	49.4	8-11	800	4.2	55
A. 51 FOOT OBSTRUCTION LOCATED AT 36°57'12.4"N, 76°24'45.1"W.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

## ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

E

COMMERCIAL EXPLOSIVES ANCHORAGE

G

NAVAL EXPLOSIVES ANCHORAGE

G-1 G-2 G-3 G-4

EXPLOSIVES HANDLING BERTH

ALL OTHER BERTHS ARE FOR GENERAL USE

ALL OTHER ANCHORAGES ARE FOR GENERAL USE

# SOUNDINGS IN FEET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

## HAMPTON ROADS

Mercator Projection  
Scale 1:20,000 at Lat. 36°57'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Old Point Comfort	(37°00'N/76°19'W)	2.8	2.6	0.1
Hampton Roads (Sewells Pt)	(36°57'N/76°20'W)	2.8	2.5	0.1
Newport News	(36°58'N/76°26'W)	2.9	2.7	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (July 2008)

### NOTE A

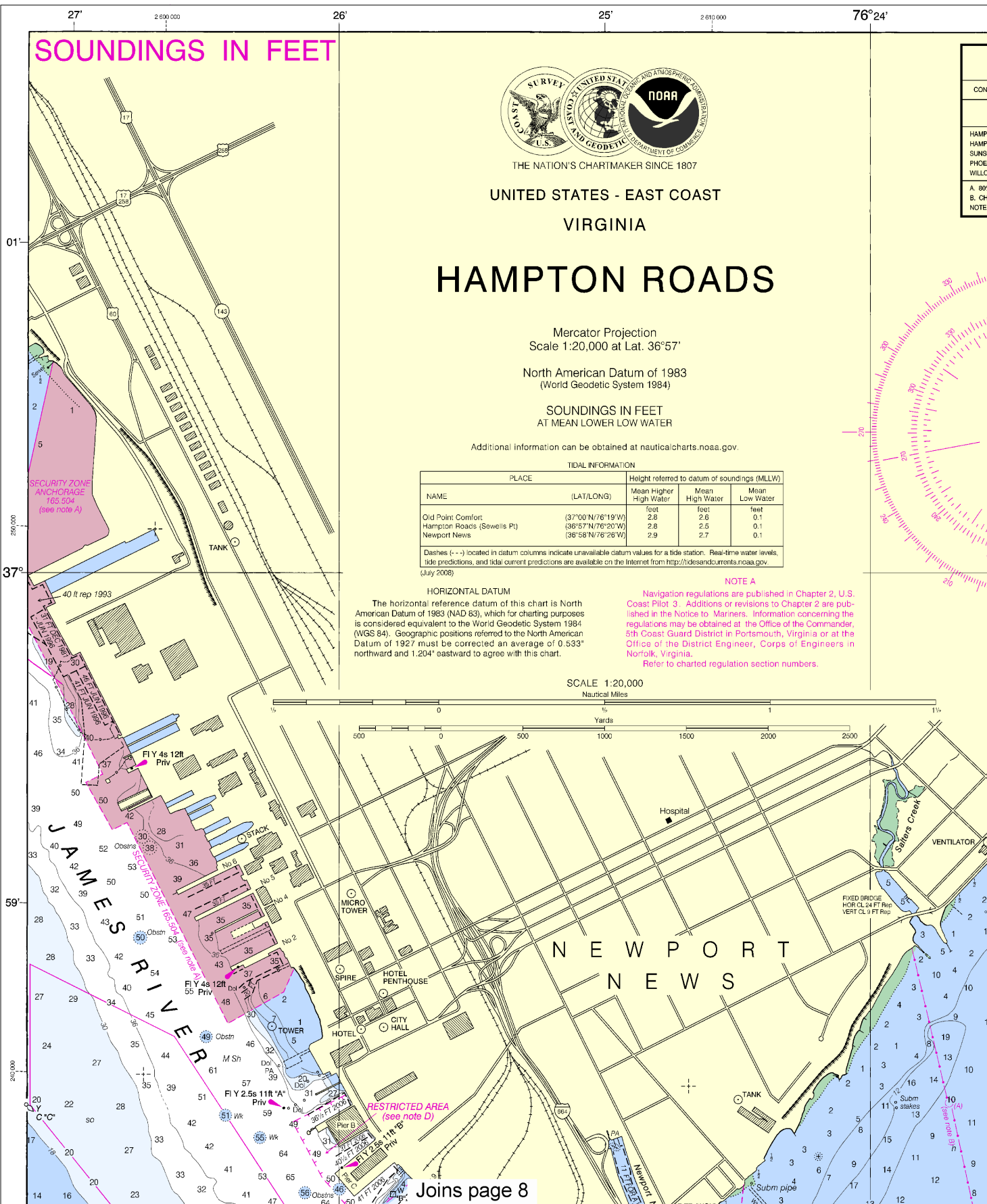
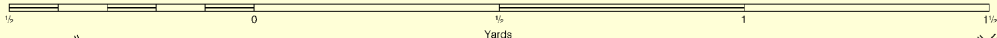
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.  
Refer to charted regulation section numbers.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.533" northward and 1.204" eastward to agree with this chart.

SCALE 1:20,000

Nautical Miles

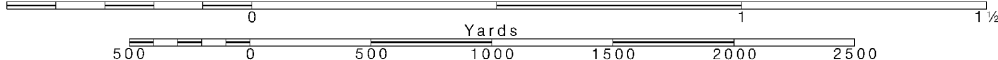


Joins page 8

Printed at reduced scale.

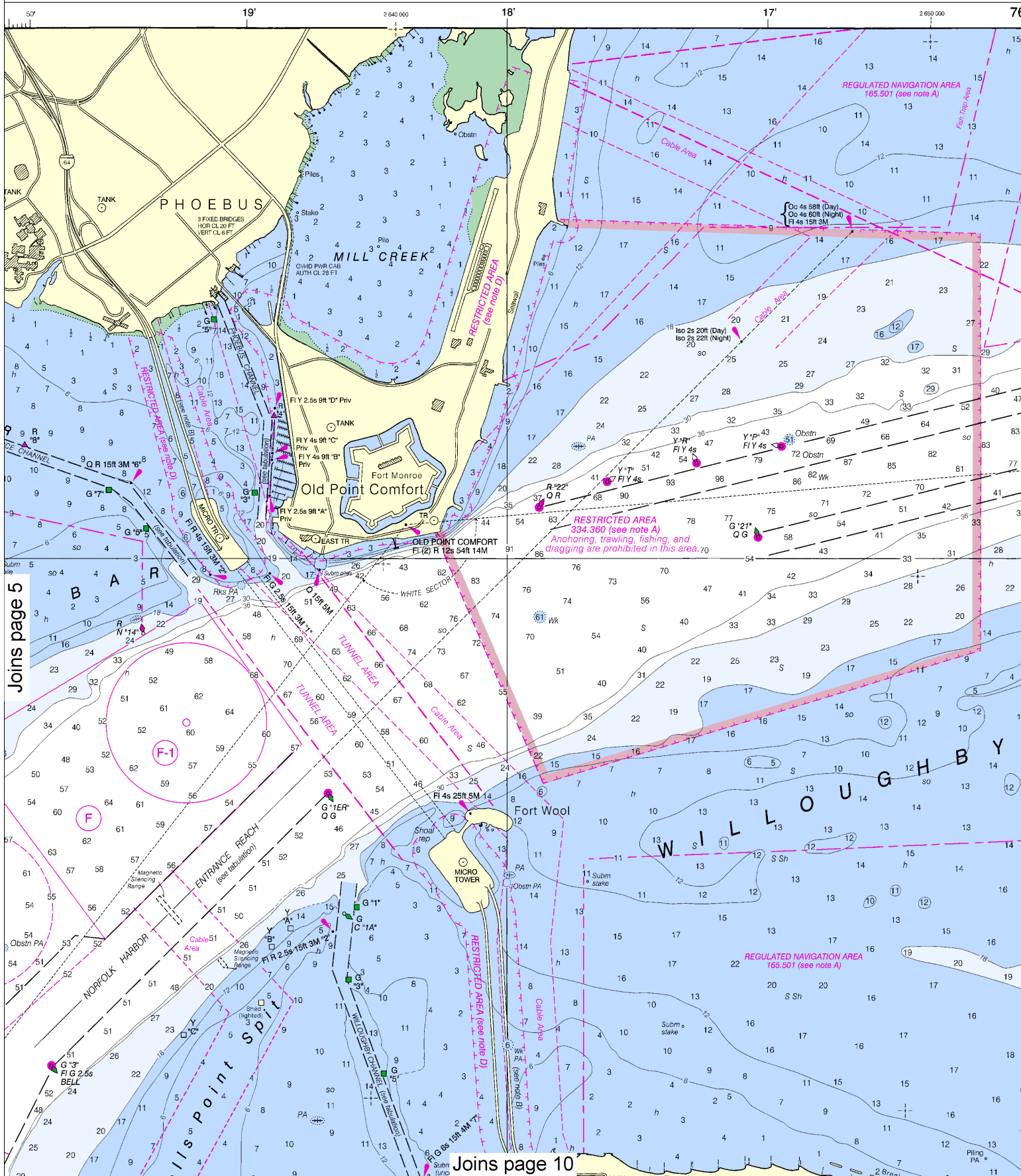
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

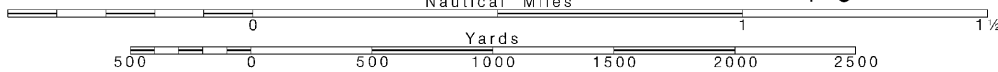
6

Note: Chart grid lines are aligned with true north.

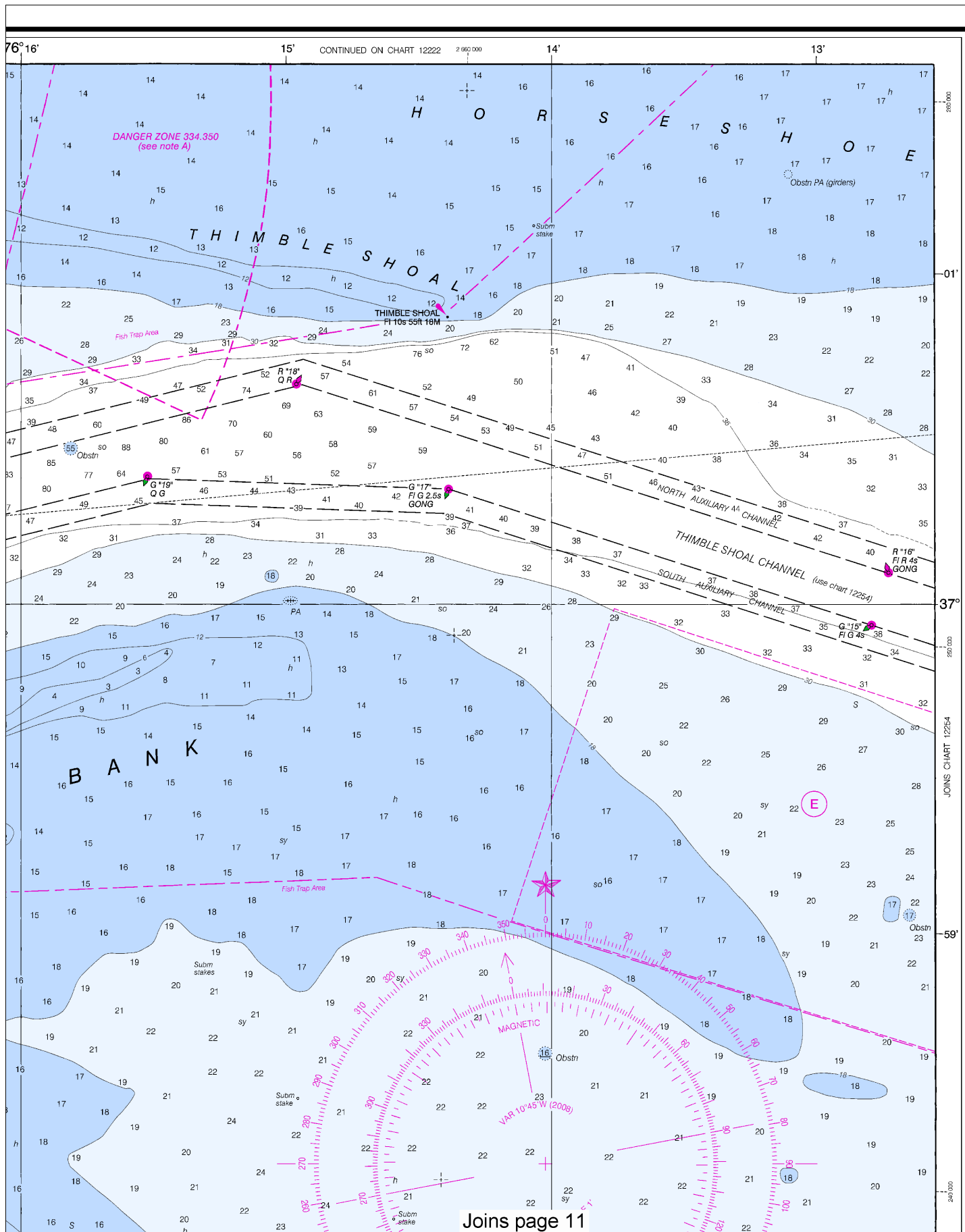
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

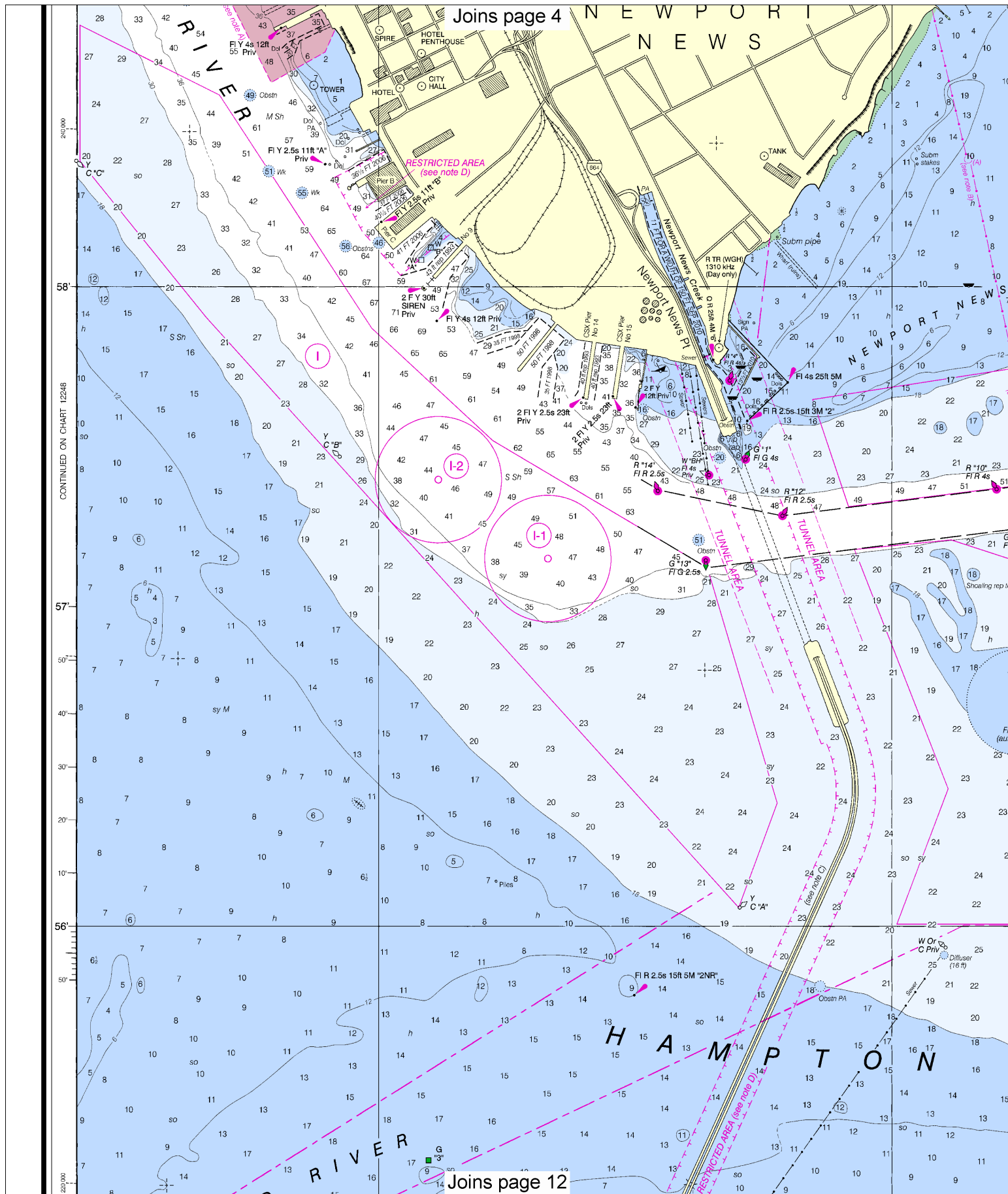
See Note on page 5.







This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0113 1/1/2013,  
 NGA Weekly Notice to Mariners: 0113 1/5/2013,  
 Canadian Coast Guard Notice to Mariners: n/a.



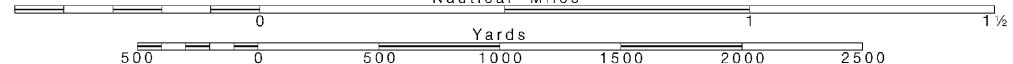
8

Note: Chart grid lines are aligned with true north.

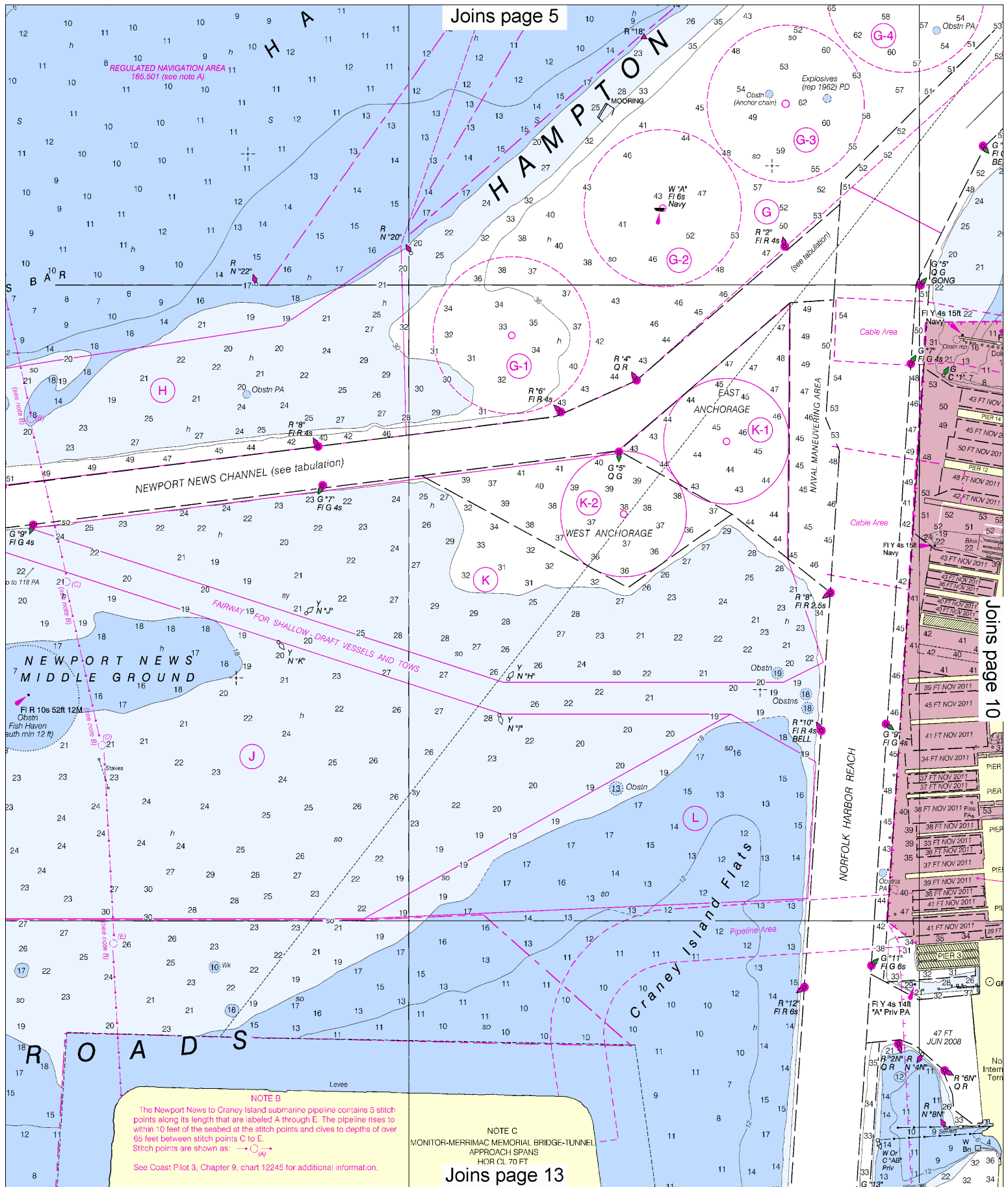
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.












Joins page 5

Joins page 10

REGULATED NAVIGATION AREA  
165.501 (see note A)

NEWPORT NEWS CHANNEL (see tabulation)

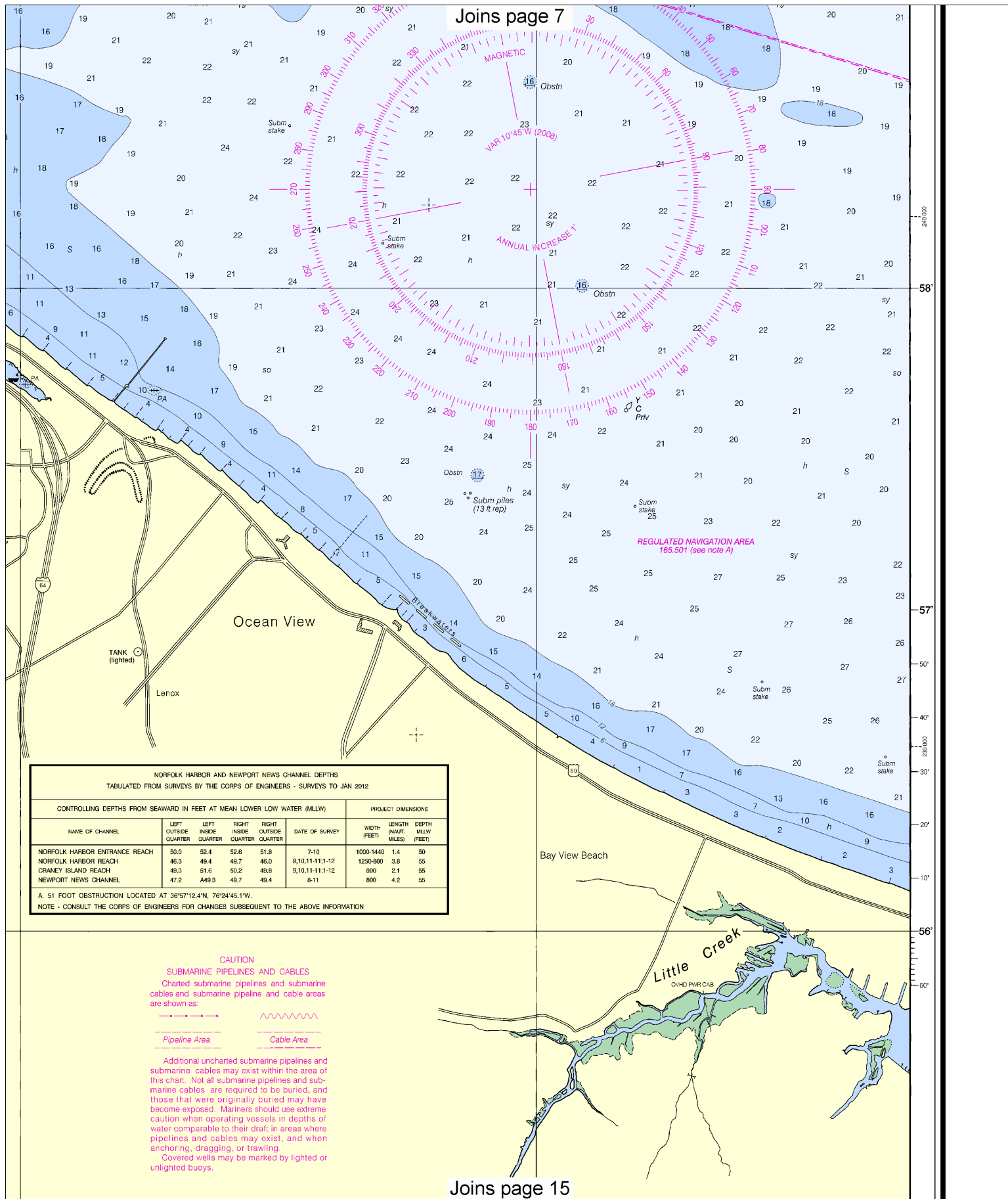
NEWPORT NEWS  
MIDDLE GROUND

NOTE B  
The Newport News to Craney Island submarine pipeline contains 5 stitch points along its length that are labeled A through E. The pipeline rises to within 10 feet of the seabed at the stitch points and dives to depths of over 65 feet between stitch points C to E. Stitch points are shown as:  (A)  (B)  (C)  (D)  (E)  
See Coast Pilot 3, Chapter 9, chart 12245 for additional information.

NOTE C  
MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL  
APPROACH SPANS  
HOR CL 70 FT

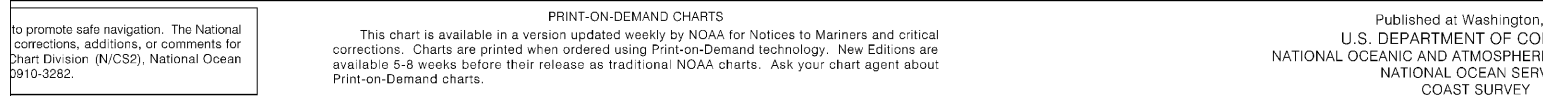
Joins page 13











## ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

E

## COMMERCIAL EXPLOSIVES ANCHORAGE

Ⓒ

## NAVAL EXPLOSIVES ANCHORAGE

(G-1) (G-2) (G-3) (G-4)

EXPLOSIVES HANDLING BERTH

ALL OTHER BERTHS ARE FOR GENERAL USE

ALL OTHER ANCHORAGES ARE FOR GENERAL USE

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

Joins page 13

at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

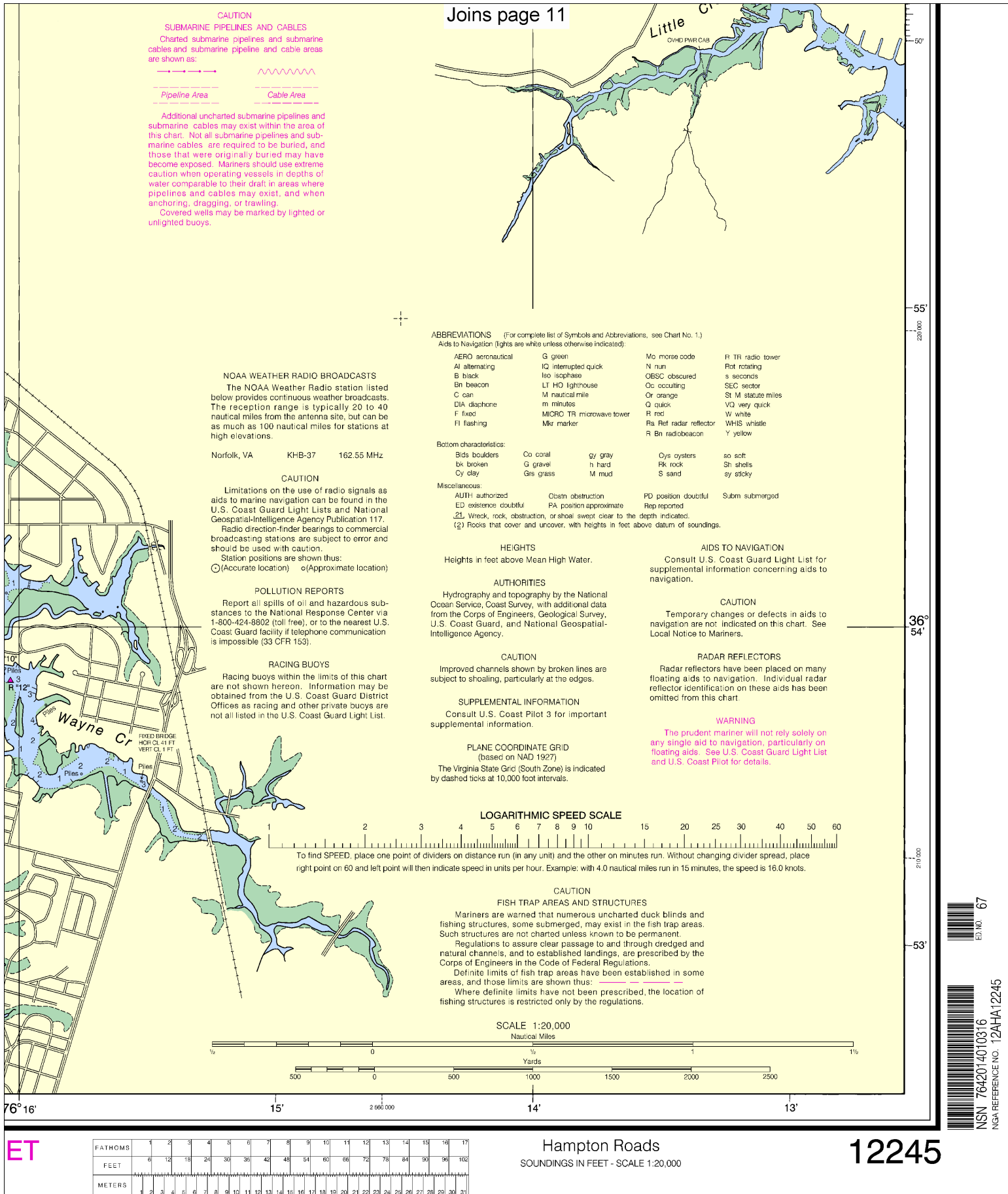
~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.

Yards

1 1/2







EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker